CASTLE CARY & ANSFORD
Neighbourhood Plan
2016–2028

Pre–submission Draft for Consultation
February 2018

Castle Cary Town Council
The Market House
Castle Cary BA7 7AH
01963 359 631

Ansford Parish Council
c/o Taddywoody
Lamyatt BA4 6NQ
01749 812 225

www.castlecaryansfordnp.uk

Designed by Lucy or Robert. Printed by Aurora Print and Design

Our Vision

Our Vision for Castle Cary and Ansford is to allow for sustainable growth in housing and employment, together with community facilities to meet local needs, whilst promoting an attractive environment that continues to protect and enhance the unique character and heritage of the town.

The Market House

1. Contents

2.	Aims of the plan	**5**
3.	Introduction	**7**
4.	Castle Cary and Ansford today	**8**
	Housing and Employment opportunities	**8**
	A Thriving Town Centre	**9**
	Good Education and Community Facilities	**10**
	A Reasonable Transport Network	**11**
	A Distinctive Setting – the Built and Natural Environment	**12**
5.	The future – issues facing the town	**13**
6.	Designing for the Neighbourhood	**15**
	Policy DP1	**15**
	Character and Setting	**15**
	Security and safety	**17**
	Access and movement	**17**
	Environmental Footprint	**19**
	Recreation and Wellbeing	**19**
7.	Housing	**20**
	Main Aim	**20**
	Actions	**24**
	Housing policies	**25**
8.	Employment and Enterprise	**26**
	Main Aim	**26**
	Actions	**27**
	Employment and Enterprise policies	**28**
9.	Tourism	**29**
	Main Aim	**29**
	Actions	**29**
	Tourism policy	**30**
10.	The Town Centre	**31**
	Main Aim	**31**
	Actions	**32**
	Town Centre policies	**32**

continues overleaf

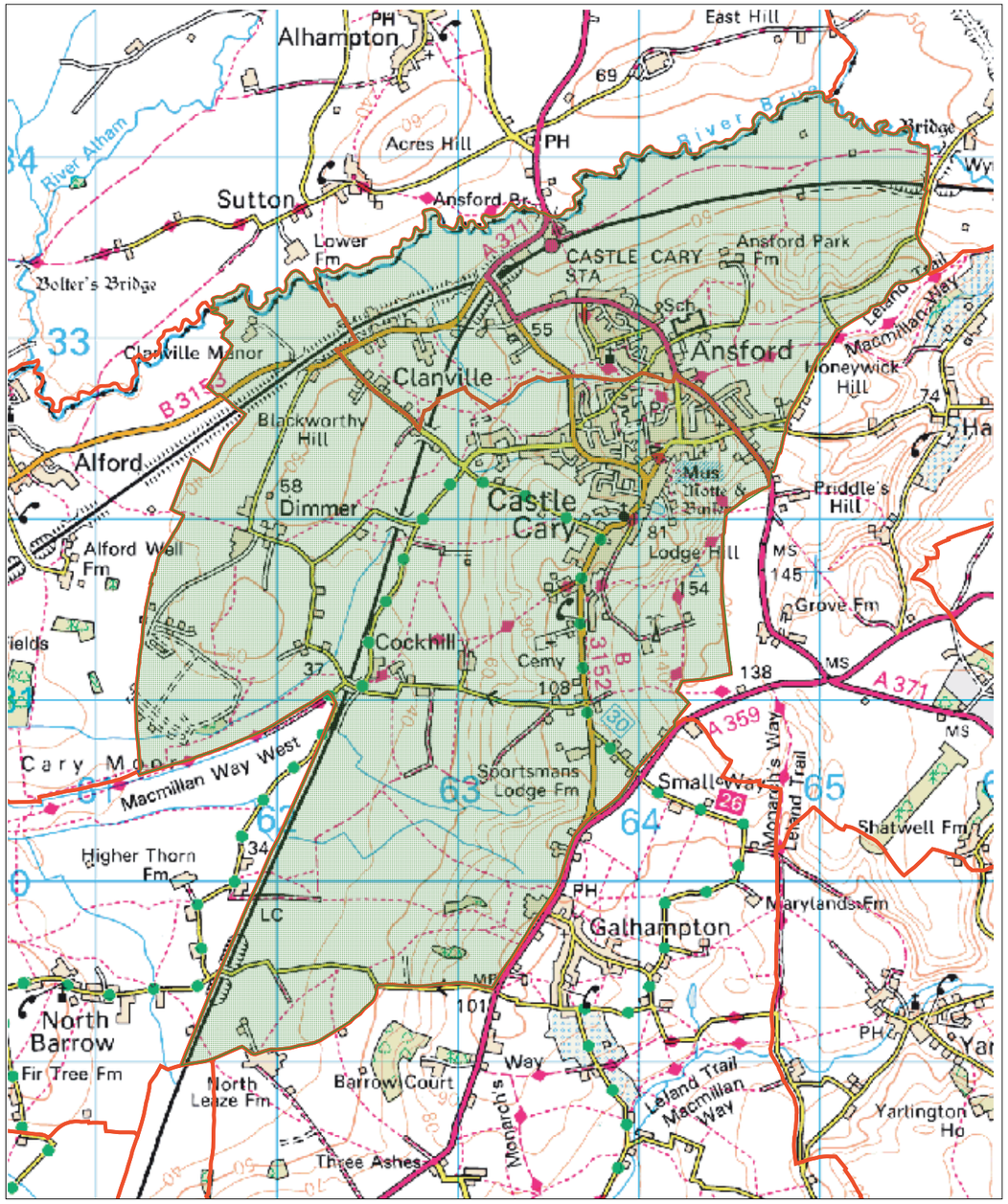
Castle Cary and Ansford, from the map by John Ward of c.1684

11.	Transport Infrastructure & Accessibility	**33**
	Main Aims	**33**
	Actions	**35**
	Transport policies	**36**
12.	Education, Social and Community Assets	**37**
	Main Aims	**37**
	Education, Social and Community Infrastructure policies	**41**
13.	The Natural and Built Environment	**42**
	Main Aims	**42**
	The Natural Environment	**42**
	The Built Environment	**44**
	Actions	**45**
	Natural and Built Environment policies	45

Appendix A Community Assets

Appendix B Main Town Centre uses

Appendix C members of the working group



Name of neighbourhood area: Castle Cary and Ansford Neighbourhood Area

Designation date: June 2015

Organisation who made the application: Castle Cary Town Council and Ansford Parish Council

1:10,000

N
W
E
S

Neighbourhood Area
Parish Boundaries

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction Infringes Crown copyright and may lead to prosecution or civil proceedings. South Somerset District Council. Licence No. LA 100019471:2015

2. Aims of the Plan

Our aims are to:

- Support the level of new dwellings required by the Local Plan, particularly focused on the re-development or re-use of brownfield sites within the existing urban area
- ensure that new housing developments are of good quality, are energy efficient, have as low an environmental impact as possible and provide a good level of affordable housing to meet local needs with a mix of shared ownership/tenancy types.
- Ensure that new housing provision, employment growth and provision of roads and additional community facilities progress in an integrated manner, so that the growing community is supported by the necessary infrastructure.
- Support an environment in which enterprise can flourish and broaden the employment base of the Town. Encourage the early development of serviced sites within allocated employment land to allow the Town to attract new employers and create new jobs for local people of all ages.
- Support increased tourism to the Town and wider area
- Support, encourage and promote a range of shops and businesses in the town centre, protect the market, and maintain the free parking and public toilets.
- Better manage traffic movements through the Town Centre to improve safety and limit congestion, and as far as possible promote and support safe travel for all: public transport, cycle paths, foot paths and rights of way, parking provision, traffic calming schemes and safer roads linking to the Town Centre shops, schools and railway station.
- Foster and promote opportunities for education, training, cultural stimulation and fun – for people of all ages.
- Maintain and enhance the green spaces within both parishes for the enjoyment of all, and protect the surrounding historic countryside, allowing wildlife to thrive.
- Preserve the area's heritage and pleasing ambience and keep it a pleasant place in which to live, work or visit.

3. Introduction

3.1 This is the first Neighbourhood Plan (NP) for Castle Cary and Ansford, and it covers the period up to 2028 (in line with the South Somerset Local Plan adopted in 2015). The plan has been prepared by local people with a view to ensuring that new development respects the special character of the market town of Castle Cary and the parish of Ansford.

3.2 Once the process is complete, the NP will sit alongside the Local Plan (LP) as a part of the statutory development plan for our area and provide guidance to developers and others on what we seek to achieve in and for our neighbourhood.

3.3 The NP gives the local communities direct power to develop a shared vision for Castle Cary and Ansford, and to shape the economic, social and environmental development of the area. It will establish a template to ensure that local people get the right type of development for their community, encouraging the types of growth the community needs and discouraging inappropriate development.

3.4 This document is a draft plan which is published for the purposes of publicity and consultation with all relevant parties, in particular the residents of Castle Cary and Ansford, but also local employers, landowners, the district and county councils and other statutory bodies. We will consider all comments submitted on this draft, take steps to make necessary amendments, and then submit the NP to South Somerset District Council (SSDC).

3.5 The next step will be for SSDC to check that the NP complies with legal requirements, invite formal representations and appoint an independent examiner to review the content of the plan and the procedures for its preparation.

3.6 Once the examiner's report has been received, the way is open for a local referendum, following which the plan attains the same legal status as the Local Plan – it becomes part of the statutory development plan and must be taken into account during the consideration of all planning applications.

3.7 We start with a brief look at the town as it is today, considering the main issues facing us and setting out the overall vision for the plan. Subsequent chapters provide explanation and justification for the policies relating to different topic areas.

4. Castle Cary and Ansford today

4.1 Today Castle Cary/Ansford is a thriving small local Market Town with a population of some 3,360 people and 1,640 dwellings (2011 Census). Residents have many different views on why people like living in the Town but whether people have been here for generations or for just a few years it is clearly held in high regard and seen as a desirable place in which to live.

Housing and Employment opportunities

4.2 There is a strong housing market, particularly for higher and mid-cost dwellings, but a shortage of affordable housing, particularly for local young people.

4.3 Employment opportunities in the area cover a wide range: retailing, agriculture, services, manufacturing, tourism and professions such as education and social work are all represented. General industries are largely centred on the Torbay Road light industrial site to the West of the Town. Current occupiers include: Centaur Services, Crown Pet Foods, Tyre Renewal Ltd as well as a range of smaller businesses.

4.4 There are also many dairy farms and diverse technical support and services within the wider local area. Local people employed in agriculture are mainly contractors: using complex equipment and machinery or skills; in livestock management; production of food at source e.g. cheese and cider making; agricultural engineering and veterinary support.

4.5 Census data on travel to work shows that some 1900 people were in employment in the NP area, with 11% working from home, and 47% travelling less than 20km to their place of work. This is consistent with the general pattern prevailing in South Somerset and suggests that, on this criterion, the town is somewhat more 'self-contained' than the national average (54% working at home or within 20km).

The Horsehair Factory

A Thriving Town Centre

4.6 The town centre with its weekly market and strong retail presence is the hub of the local area, and known locally as a good shopping destination with a pleasant and friendly market town atmosphere. It is an attractive historic centre with many independent shops, attractions and supporting services such as doctor/dental surgeries, library, post office, public houses. These attract not only residents, but those from outlying villages and increasingly, visitors from further afield, and give employment to many local people.

4.7 The two free car parks within walking distance of the Town Centre, and free on-street parking spaces on and around the High Street, are seen to be crucial in attracting people into the town centre to shop.

4.8 However, the main route through the town centre (the High Street and Fore Street) is noted to be congested with traffic, exacerbated by the narrow roads and on-street parking. This makes it less easy for pedestrians to move throughout the centre, and the latest retail assessment suggests that the situation could be improved by the inclusion of more pedestrian crossing points and pedestrianised areas / public open spaces.

President's Day at the Cricket Club

Good Education and Community Facilities

4.9 The Town has a rich and varied social and cultural life, from sports clubs and carnival clubs to amateur dramatics and craft groups.

4.10 The town is well served for primary and secondary schools, and there is a range of good pre-school and nursery facilities, as well as private long established independent schools nearby. The Castle Cary Primary School is centrally located and has a very good reputation locally. It is close to capacity, some of which is provided by 'temporary' accommodation (now 20 years old). Secondary education is provided by Ansford Academy, at Maggs Lane on the north edge of the Town, with further education provided through nearby colleges (most pupils choosing to go on to Langport, Street, Bruton or Yeovil). The Academy has a good reputation locally, and is not expected to exceed its capacity. For adults there are active branches of the University of the Third Age (U3A) and Workers' Education Association (WEA) both offering a wide variety of classes and activities to residents. The Town Council's 'Learning at the Market Place' initiative (LAMP), has an extensive and thriving variety of courses/classes for adults.

4.11 Caryford Community Hall in Maggs Lane is the principal community hall serving the settlements of Castle Cary and Ansford, providing:

- the only comprehensive community facility in the area
- the only venue capable of accommodating large numbers; and
- the only venue with significant dedicated car parking provision.

4.12 There is a range of other venues including three churches and a modern sports/leisure centre.

The Primary School

4.13 The Donald Pither Memorial Field provides a large open space, football and cricket pitch plus clubhouse facility and a children's play space. Adjoining these playing fields is the Town's bowls club. The Ansford Academy has its own sports pitches and there is a further football pitch adjoining Caryford Hall. The Town's rugby club has its own ground and club house approximately ½ mile north of the railway station (just outside the NP area). Fairfield, recently acquired by the Town and Parish Councils, will over time, be made available for public recreational purposes – with a wildlife area, paths, picnic area and a pump park for older children.

A Reasonable Transport Network

4.14 The area is fortunate in having a railway station within one mile of the Town Centre, with good access to the national rail network (Paddington to Penzance), and also to the regional network with direct services to Bristol, Bath, Trowbridge, Yeovil, Dorchester and Weymouth. However, the rail services available are often not conducive to daily commuting in the immediate area, with the first direct train to the county town of Taunton not leaving until 10.32am.

4.15 Bus services currently connect to Shepton Mallet, Yeovil, Wells, Wincanton and Street and there is a C.A.T. bus (Community Accessible Transport – ring and ride) for use by the elderly and disabled. Again, timetables are rarely convenient for journeys to and from work.

4.16 Enhancement of the A303, the principal traffic route West/East through South Somerset, will ultimately lead to better access on a regional basis. The A371 passes through Castle Cary and Ansford and serves as the main route north to Bath and Bristol and south to Wincanton and the A303. The road is the main route for HGVs to Shepton Mallet and Evercreech and also serves the industrial and commercial operations on Torbay Road industrial estate. Nevertheless, in spite of

Castle Cary station

its status as part of the major road network, it has a major 'pinch-point' requiring traffic light control at Ansford, and a severe bend at the Castle Cary railway bridge which often requires large vehicles to use both sides of the carriageway.

4.17 Of the minor roads, the B3153 is also heavily used by HGVs for the Torbay industrial estate, the landfill site and recycling centre at Dimmer. This was never designed for its current usage by HGVs and the nature and speed of traffic continues to cause concern for local residents, particularly at Clanville.

4.18 The town currently has no defined safe pedestrian, cycle or wheelchair routes or facilities either into and out of the town centre or to places of employment, education or recreation. Pedestrian access to the rail station is along an unlit footpath which is poorly signed and marked.

A Distinctive Setting – the Built and Natural Environment

4.19 Castle Cary and Ansford benefit from the excellent building that took place during periods of prosperity. Many of the older buildings are constructed from the honey-coloured limestone from the nearby quarry at Hadspen; no other town is so dominated by historic – and later – buildings constructed from this particular material, which gives a strong and locally distinctive character to the town. The area has 2 scheduled monuments, 4 Conservation Areas and some 112 Listed Buildings and structures.

4.20 Apart from the incursion of the railway in the second half of the 19th century the wider countryside retains much of its early landscape – in contrast to what has happened in many other parts of the country. The farmland is also of high quality, with many areas graded 1, 2 or 3a (and therefore amongst the best and most versatile farmland in the country).

South Street

5. The future – issues facing the town

5.1 Local residents, and our own evidence, have told us that:

- There is concern that many potential development sites within the existing boundaries of the town have lain vacant and undeveloped for some years; we feel that priority should be given to resolving the issues which need to be addressed to enable such sites to come forward and provide new housing and employment close to the town centre and other facilities.
- While we accept the need for additional housing development within the identified 'Direction of Growth', permissions have already been granted for a very substantial number of new dwellings here, and any further release of greenfield sites for housing is not welcomed while there is a good supply of available brownfield sites.
- If not matched by increased employment and improvements to infrastructure and the town centre, significant housing developments could undermine the sustainability or self-containment of the town.
- Any future development needs to be carefully planned if the town is to keep its reputation as a classic, historic Market Town situated in beautiful rolling countryside; new development needs to have good access to the town centre, the many local attractions and events, and the wider transport network.

The lake at Cary Moor

- Attracting new investment and businesses to the area should be supported through the provision of new employment sites, better infrastructure and maintenance of existing employment sites. This would help to reduce the proportion of local residents travelling long distances to work.
- There is concern that large volumes of heavy goods vehicles have disproportionate adverse effects: therefore not all types of business will be seen as suitable unless the road network can be improved
- Tourism is important to Castle Cary's economic prosperity and should be supported
- The primary school is at capacity and will need to expand, ideally on its existing site, as it is centrally located and its presence here supports the town centre economy.
- The rail connection is a significant benefit to local people and the local economy, but parking and access to the station for those without a car needs to be improved.
- All new development should respect the distinctive character and historic charm of the area, and the important green spaces and corridors linking out to the countryside – as these are enjoyed by local residents and visitors alike.

Congestion in Clanville

6. Designing for the Neighbourhood

6.1 The NP councils give the greatest importance to the detailed design of new development, based on the need to maintain and enhance the unique character of the town and its attractiveness as a place to live, a place to work and a destination for tourists. The following policy reflects the importance placed on this aspect of planning for a sustainable community; whilst primarily focussed on housing developments, the principles are applicable to the design of new buildings of all types and the NP councils will seek early consultation with developers on all such matters.

Policy DP1

The NP Councils will expect all new development to be designed to the highest standards and to recognise the unique character of Castle Cary and Ansford. The design principles set out below identify the criteria which will be used to assess all types of new development.

Character and Setting

- The design of development should respond to constraints and neighbouring uses, with particular regard given to how the physical aspects of the site such as changes in level are considered.
- Density and build quality should take into account how new development will sit alongside and relate to existing neighbouring uses.

The George, Market Place

- Historic street patterns and the grain of the surroundings should be respected. The materials used should also relate to surrounding building and be of high quality and in harmony with the colour palette generally used in the Castle Cary area.
- Regional materials and vernacular architectural styles are to be utilised and reflected in the fenestration, detail and design of buildings, and local forms used to reinforce its geographical distinctiveness. If a contemporary approach is used, the design and build should be informed by surrounding townscape or landscape.
- Large-scale developments should be designed to produce separate areas or 'places' with their own identity, and avoid the appearance and feel of large suburban-style estates. Rows of garages look poor and lack identity; small groups or courts are to be preferred.
- Existing trees and hedges are to be retained wherever possible and can be used to delineate the boundaries of the development so that the whole forms a harmonious composition which relates well with the existing landscape. Other features such as ponds and streams should be retained and used to help reinforce interest and local identity, and planted areas or community buildings used to create focal points where no natural features are evident.

Bridgwater Buildings

Security and safety

- Private, semi-private and public spaces should be clearly defined using walls, fences, gates and changes in surface. Rear gardens adjoining public spaces and footpaths should be avoided as these do not provide good surveillance particularly where high fencing or hedging is used to protect residential amenity. Parking courts behind houses should be overlooked.
- The design of developments should encourage resident interaction, but also include private amenity space.
- Developments should provide for a variety of ages and types of residents, to encourage 'passive surveillance' throughout the day and night.
- Gated estates are not appropriate and will be resisted.

Access and movement

- The road network should not be the dominant factor in any layout design: roads should be designed as open spaces as well as routes. Buildings should relate well to the road to ease accessibility and general surveillance. Cul-de-sacs are to be avoided.

A footpath in Ansford

- Carriageways, footpaths and verges often define the setting of new estates and should therefore be designed not only to provide inclusive accessibility, but also an attractive setting with its own distinctive identity. This needs to avoid repetitive monotony and to utilise a variety of surface textures.
- Where practical, cycleways and footpaths should be segregated from roadways. These footpaths and cycle paths should be designed so that they can be used by mobility scooters and double buggies and lead directly to the town centre or link to routes that do. Opportunities should be taken to link such routes into adjoining areas and to provide ease of access to the surrounding countryside.
- All such foot and cycle routes are to be agreed between developers and the Town / Parish Councils before construction starts.

Sports day at the Primary School

- Sufficient parking/storage for cars, bicycles and mobility scooters should be integrated and designed as unobtrusively as possible. Electric car charging points should be provided as part of developments to cater for future demand.

Environmental Footprint

- Consideration should be given to how high standards of environment performance can be integrated into the design. Passive and renewable energy sources, use of locally sourced materials and porous hard standing surfaces are such examples.
- The impact of sunlight, wind, views and privacy should also be considered in the design and layout of new developments. For example, developments should be appropriately orientated to maximise the use of solar gain & light and minimise exposure to prevailing weather.
- We expect all new housing to achieve the highest standards of energy conservation ideally being carbon neutral both in construction materials/methods and function.
- Homes should be designed to allow them to adapt to the needs of a range of users – such as those working from home, those with less mobility.

Recreation and Wellbeing

- Open recreational spaces should be designed into new larger developments so that they are available to serve the whole community.

7. Housing

Main Aim

Support the level of new dwellings required by the Local Plan, particularly focused on the re-development or re-use of the brownfield sites within the existing urban area, and try to ensure that new housing developments are of good quality, are energy efficient, have as low an environmental impact as possible and provide a good level of affordable housing to meet local needs with a mix of shared ownership/tenancy types

Ensure that new housing provision, employment growth and provision of transport links and additional community facilities progress in an integrated manner, so that the growing community is supported by the necessary infrastructure.

7.1 Policy SS5 of the adopted Local Plan (LP) sets a target for Castle Cary and Ansford of at least 374 dwellings from 2006 up to 2028; the LP provides for a 'direction of growth' (DofG), to the north-west of the town beyond the existing development area boundary, within which 'a permissive approach will be taken when considering housing proposals . . . ' The LP states that the overall scale of growth (ie. 374 homes) and the wider policy framework will be key considerations. It indicates that such growth should maintain the established settlement hierarchy and that it should be at a sustainable level.

North Street

7.2 The LP does not provide for an overall masterplan to be prepared for the Direction of Growth, or require prospective developers to prepare one. Consequently, there has been no specific guidance on any of the following points:

a. Phasing and the sequential release of sites, and how the acceptability of development proposals, either within or in excess of the minimum target, should be assessed in relation to matters such as:

   i. impact on the settlement hierarchy
   ii. impact on the level of self-containment of the town
   iii. impact on local infrastructure capacity.

b. The protection of areas of higher visual sensitivity, including views of and from the Grade II Listed St Andrews Church.

c. The need for pedestrian, cycle and other types of connectivity to the town centre, railway station and other parts of the town.

d. The need for green infrastructure, wildlife and recreational corridors connecting between the centre of the town to the station, employment sites and wider countryside.

7.3 The LP was formally adopted in March 2015, following which there has been significant interest shown in residential and other forms of development within the DofG. Planning permissions have now been granted on five large sites within this area for a total of 477 dwellings. In addition, there are still unimplemented permissions on brownfield sites for some 75 dwellings. The table below summarises the current housing development pipeline.

7.4 With 620 dwellings either completed or with permission, the available supply is substantially in excess of the minimum requirement of 374 in the LP period – by some 65%. At the same time, it is evident that the average rate of completion during the first eleven years of the period was only 6 dwellings per annum, compared with an average rate of 17 per annum required to achieve 374 dwellings over the whole plan period.

7.5 With 68 dwellings completed, it would be expected that the NP area should now be looking to provide another 306 in the remaining 11 years of the plan period, or about 28 per annum; permissions granted now amount to 552 dwellings (477+75), which is equivalent to nearly 20 years supply at this rate.

7.6 This situation, of an apparently excessive number of committed dwellings in the NP area, has arisen as a result of the failure of the district council to secure a five-year supply

Table 7.1 Housing completions and permissions as at March 2017

Site	Number of dwellings	Notes
Completed in period 2006–2017	68 dwellings completed	SSDC AMR (Sept 2017)
Brownfield sites	75 dwellings permitted	
Nursery Site	24	
Hillcrest School	26	
Constitutional Club	8	
Other sites (various < 5)	17	
Sites in Direction of Growth	477 dwellings permitted	
Torbay Road	165	OPP granted 21.06.2016
West of Station Road	75	OPP granted 2016
RM approved 21.10.2016		
Well Farm	37	OPP granted 2015
RM approved 1.11.2016		
Wayside Farm	125	OPP granted on appeal 12.01.2017
East of Station Road	75	OPP granted on appeal 12.01.2017
Current commitments	552 dwellings with planning permission	

OPP: outline planning permission
RM: reserved matters

of housing land over the district as a whole. Substantially, this has been caused by a failure to deliver on large sites at Yeovil and to a lesser extent at Chard and Crewkerne. The outcome has been that, even though Castle Cary and Ansford are 'doing their bit' for housing supply, government policy requires that further developments should not be opposed in the area when the district as a whole cannot show a five-year supply, even though the shortfall is actually occurring elsewhere in the district.

7.7 Such a situation has caused understandable concern for local people: the census of 2011 showed 1643 dwellings in the combined parishes; the addition of another 620 represents an increase of 38%. Whilst that scale of increase might be acceptable over 20 years, the prospect of it occurring over a much shorter period generates local concerns about the types of change that might occur to the special character of the town, and resentment at apparently unfair treatment by the planning system.

7.8 In addition to the above, there are still significant undeveloped brownfield site opportunities such as the BMI site and the Priory site, together potentially capable of providing in the order of a further 80 dwellings. Overall, therefore, the potential for additional housing within the settlement boundary is far from being exhausted, current permissions and additional potential amounting to approximately 150 dwellings, or about 40% of the total minimum requirement for the Local Plan period. This reinforces concerns that there are 'excessive' numbers of permissions for houses on greenfield sites, and that these will cause investment to be diverted away from brownfield sites which have lain dormant and unsightly for many years.

7.9 Furthermore, although substantial numbers of new dwellings have been approved, such permissions have not been accompanied by equivalent permissions for employment development. While it is accepted that there can be little control over the choices people make for their workplace, there are concerns that substantial housing provision without appropriate local employment opportunities will lead to a reduction in the self-containment of the town and additional traffic on the local highway network.

7.10 The town and parish councils do not accept that by simply granting more and more planning permissions, the outcome will be to increase the short-term supply of housing in their area. Indeed, this is precisely the conclusion reached by the inspector who determined the two appeals which resulted in permissions being granted for development of a total of 200 dwellings in the DofG in January 2017. Whilst he did allow the appeals, he made the point that 'the granting of permissions for either of these two schemes, in addition to those recently granted by the Council are, in my view, unlikely to add significantly to the rate of housing delivery at A/CC in the next five years, if indeed any more are delivered. They would be unlikely to boost the supply of housing in South Somerset now, although they could contribute significantly in the years thereafter' (Appeal refs 3035753 para 51 and 3121541 para 52).

7.11 In the light of all these factors, with over 550 dwellings now approved and yet to be started, combined with significant brownfield sites still to come forward, the NP proposes a two-

pronged approach: to place a clear emphasis on encouraging the early development of available sites within the settlement area boundary; and to resist further release of greenfield sites in the DofG unless clear justification, based on strictly local circumstances, can be shown.

Actions

7.12 The local Councils will work with South Somerset District Council and local landowners to help 'unlock' and bring forward the earliest possible development of brownfield sites to help meet the remaining housing land supply requirements to 2028.

7.13 The local Councils will work with local service providers to help highlight and resolve any phasing issues that need to be considered in the delivery of housing, employment and infrastructure.

Fairfield: a newly developed safe area for children and families to enjoy

Right A brownfield site: Hillcrest School

Policy HOU1: Housing development within the settlement area

The local councils will encourage and support early development or redevelopment for housing purposes of the following brownfield sites within the settlement area, provided it is consistent with the design principles set out in this plan:

- Nursery site
- Hillcrest School
- Constitutional Club
- BMI site
- Priory site
- Red House

Policy HOU2: Housing development in the 'direction of growth'

Proposals for housing development within the direction of growth or elsewhere outside the settlement boundary will be strongly resisted unless there is clear evidence that

a. the additional housing will help meet a clearly identified local need for affordable housing (that need arising from within the neighbourhood plan area and its hinterland) that is not capable of being met elsewhere; and

b. the proposal is consistent with the design principles set out in this plan.

8. Employment and Enterprise

Main Aim

Support an environment in which enterprise can flourish and broaden the employment base of the Town. Encourage the early development of serviced sites within allocated employment land to allow the Town to attract new employers and create new jobs for local people of all ages.

Ensure that new housing provision, employment growth and provision of additional community facilities progress in an integrated manner, so that the growing community is supported by the necessary infrastructure.

8.1 The Local Plan target is to see about 19 hectares of employment land developed up to 2028, which should support the provision of around 270 jobs. The latest District Council monitoring report (September 2017) shows that between 2006 and 2017 the net gain in employment land was just under 9ha, and approximately 16,000sq.m of floorspace, with a small area (500sq.m and 0.2ha) under construction. The report notes that by far the most significant element of the gain was due to a single development – the Royal Canin petfood factory (13,500sq.m on 8.1ha, a relatively small amount of floorspace on such a large area of land).

8.2 As part of the proposals for adjoining land north of Torbay Road a further 2 hectares of employment land received outline planning permission in 2016 (Ref 15/02347/OUT, 21 June 2016). Land to the North-West of this site alongside the railway line appears to be ideally suited to provide longer term opportunities for employment uses, particularly as development here is unlikely to impact on nearby homes or other sensitive uses.

Work space at the Flax Mill

8.3 It is important for the continuing self-containment of the town that sufficient employment land is provided to correspond with the development of new housing. Further opportunities for smaller-scale employment development may also exist, such as the former BMI site to the north of the High Street, and land adjacent to the railway station where there is already some small scale developed employment land on the north side of the station. Any such development should not prejudice the provision of sufficient parking for rail users.

8.4 In order to reduce the reliance of the area on a small number of large-scale employers, the NP councils will give particular encouragement to:

- small and medium scale enterprises of all kinds, especially those able to provide apprenticeships
- light industrial and high tech occupiers falling within Class B1
- businesses related to agriculture.

8.5 In terms of types of development, particular support will be given to:

- nursery units suitable for small-scale and micro businesses
- small scale office development.

8.6 As far as large scale warehouse/logistics uses are concerned, these give rise to particular local concerns regarding the number of very large heavy goods vehicles which are frequently generated by such uses and the routes which they are forced to take through the NP area. This issue is addressed further in the Transport chapter and Policy TRA2.

Actions

8.7 The local Councils will work with both Somerset County Council and South Somerset District Council to actively promote Castle Cary/Ansford as a location for modern employment development.

8.8 The local Councils will encourage South Somerset District Council to improve the infrastructure and layout of the Torbay Road site (which is owned by the District Council) and facilitate its future expansion.

EMP1 – Delivery of further employment land

The development of land for businesses falling within Use Classes B1 and B2 will generally be supported, provided that this can be accommodated without significant environmental harm or adverse impact on the local road network.

EMP2 – Expansion of existing employment premises

The NP councils will normally give support to proposals for the expansion of existing employment premises, particularly those which maintain or increase the level of employment opportunities.

The pedestrian route to the station contrasts with heavy traffic on the A371 at the railway bridge

9. Tourism

Main Aim

Support increased tourism to the Town and wider area.

9.1 Castle Cary lies in the South Somerset countryside, shaped over the centuries not by great and powerful landowners but largely by farming and associated industries and markets. Its history is still reflected in its present layout, buildings, open spaces and its people.

9.2 It is not surprising that the area is a popular tourist destination with both day trippers who come for a special event or are passing through, and tourists who have booked accommodation and stay for one or more days.

9.3 Local attractions include the town itself, the surrounding countryside and its extensive network of footpaths and bridleways, and numerous historic buildings, museums and other destinations and events.

9.4 The Town Council's recent development of an excellent website and a Facebook page provide a valuable source of information about local events and accommodation. Good quality brochures and maps of the neighbourhood are widely available, some sponsored by local businesses. Further publicity and attractive and helpful signage on access routes into the Town, and to places of interest within the Town itself, can also help maintain the areas' profile as a popular tourist destination.

9.5 The NP councils see the encouragement of tourism as bringing about a wide range of benefits, in particular by supporting employment and economic activity in a wide range of areas, such as visitor accommodation, restaurants and pubs, and retail and other town centre activity.

Actions

9.6 The local Councils will work with both Somerset County Council, South Somerset District Council and tourist operators to support and enhance Castle Cary/Ansford as an attractive and accessible destination for tourists, using active and imaginative marketing of the area, and improved signage into and within the Town.

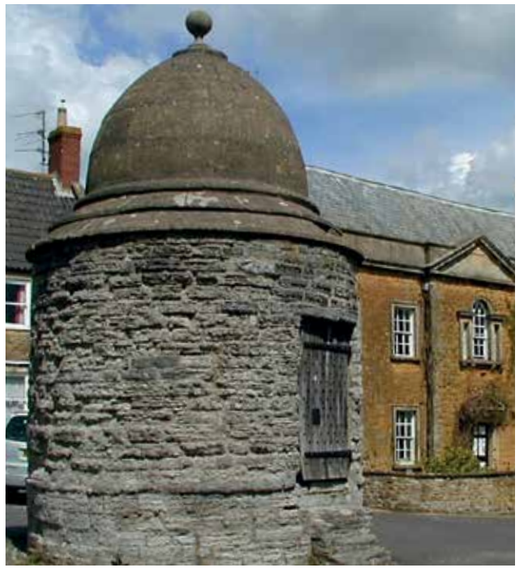
TOU1 – New and enhanced tourist facilities and visitor accommodation

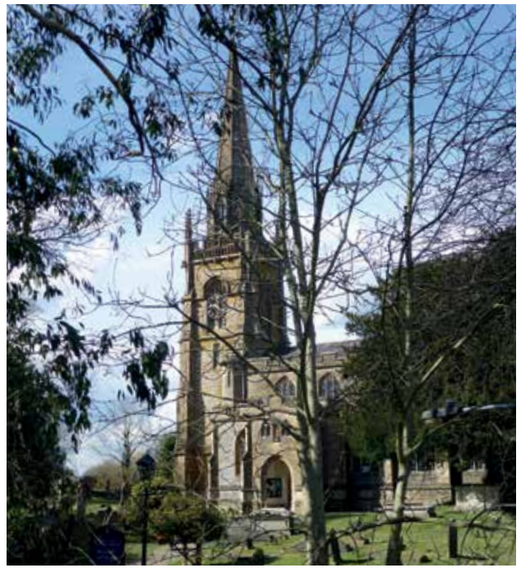
The development of new or enhanced tourist facilities and visitor accommodation will be supported provided they are of a scale appropriate to the size and function of Castle Cary/Ansford as a local Market Town, do not harm the Town's environmental, cultural or heritage assets and, where appropriate, are accessible through sustainable modes of travel including rail, cycling and walking.

9.7 The local Councils will encourage the organisation and promotion of local events, investment in the provision of accommodation and catering, and the protection and improvement of the network of country footpaths in the area for walkers.

9.8 The local Councils will work with the County Council and local landowners to keep all current footpaths open for ramblers.

The Roundhouse lockup and All Saint's Church





10. The Town Centre

Main Aim

Support, encourage and promote a range of shops and businesses in the town centre, protect the market, and maintain the free parking and public toilets.

10.1 The Local Plan defines Castle Cary/Ansford as a Local Market Town (equivalent to a District Centre) due to the number of shops (including a supermarket) and range of non-retail services such as a bank and local library. In this Plan we seek to maintain and promote this position, especially with tourism becoming increasingly important. The Town Centre provides quality shopping with many niche and independent traders and a range of supplementary services. Town centre shopping is supplemented by the weekly Tuesday morning market, which was revived in 2014.

10.2 The wide range of outlets, most of which are privately owned and managed, provide an important source of local employment.

10.3 The town centre boundary is defined in the Local Plan and is based around the High Street, Market Place, Bailey Hill and Fore Street. There are some 60 outlets, of which six were vacant in March 2017.

10.4 There are two free car parks within walking distance of the Town Centre and free on-street time limited parking spaces. These parking facilities are seen to be crucial to the Town Centre retailers in terms of maintaining footfall and should be enhanced if possible.

10.5 Meetings with local businesses and the local community have clearly shown that the Town Centre is at the social heart of the Town and forms an important part of the Town's economy.

10.6 Retail Studies and Conservation Area appraisals [references required] both highlight concerns about the impact of on-street car parking and traffic on the historic shopping/ pedestrian environment, particularly in relation to Fore Street and Bailey Hill. There are also concerns about whether the level of through traffic (which is not adding to the town centre's economy) is exacerbating this.

10.7 A key issue for the town centre concerns the conflict between:

the attractive and inviting character created by its conservation area status and numerous historic buildings; and the restrictions which such historic buildings impose on the requirements of modern retailing. The result is that there is virtually no existing space suitable for retailers requiring larger display and sales areas. At the same time, there is little scope for any significant expansion of the centre beyond its existing boundaries to respond to new demands for retail space caused by increases in population. At a time when new housing is being encouraged and significant permissions have already been granted, the absence of significant scope for town centre expansion points to a need to ensure the retention of all existing shop and related town centre uses in the town centre.

10.8 Consequently the NP councils will resist proposals for changes of use within the town centre which involve the loss of any types of main town centre uses (see appendix B).

Actions

10.9 The local Councils will work with Somerset County Council to investigate innovative traffic management and parking solutions to improve the experience of those visiting or using the town centre and better manage and control through traffic.

Town Centre Policies

10.10 As discussed above TC1 seeks to avoid loss of all existing retail and related uses. This is intended to apply to all Class A uses together with other main town centre uses (as defined in Appendix B), which provide shop window frontages contributing to town centre vitality.

10.11 The main purpose of policy TC2 is to make sure that development in the Town Centre does not reduce the availability of shopper parking, through the under-provision of on-site parking or the reduction in the number of available spaces.

TC1 – Loss of retail or similar premises

The NP councils will not support any proposals for change of use within the town centre which involve the loss of floorspace used for main town centre uses, as defined in Appendix B.

TC2 – Town Centre Parking

Development which would either directly or indirectly reduce the public car parking provision in the Town Centre will not be supported.

11. Transport Infrastructure and Accessibility

Main Aims

To better manage traffic movements and parking throughout the area, particularly in the Town Centre; to promote and support safe travel for all by public transport, cycle and on foot.

11.1 Managing the impact of new development on the road network is a key issue for the highway authorities, not only in terms of increased capacity and potential safety issues, but also from a sustainability objective to ensure that there are reasonable alternatives to the car for people living, working and visiting the area. Many local roads are used by more than just local traffic, and many local businesses and services cater for a much wider area. Many of the existing roads are unsuitable for HGVs, and there are known 'local highway hotspots' where the impact of very large vehicles is a cause for concern on traffic and environmental grounds:

- the B3153 at Clanville where the road narrows to a point where two large vehicles cannot pass each other in a location where there is no pedestrian footway and residential property is in close proximity; HGV traffic from Torbay Road and Dimmer is forced to use this route because of the low bridge just to the west.
- the A371 at Cumnock Road, Ansford, where the road is so narrow that signal control has been in operation for many years. Whilst various improvements have recently been carried out, there remain concerns about the proximity and speed of large vehicles and their relationship with residential property.
- the Ansford railway bridge on the A37, where HGVs coming south have to use the entire width of the road as they come over the bridge.

11.2 The town also lacks a comprehensive network of safe routes for pedestrians and cyclists travelling into and out of the Town Centre and to places of employment, education or recreation.

11.3 The main planned improvement, identified in the Local Plan, is the provision of a new road between Station Road and Torbay Road. A proposal, to be funded by the developer as part of the planning obligation associated with the permission for 165 homes off Torbay Road, has been approved (application reference 15/02347/OUT). Whilst this proposal is superficially in accordance with the LP policy, the NP councils remain concerned that it would not achieve adequate traffic and environmental benefits and, in the event of further planning applications being made, will continue to press for a route which removes the need for HGV traffic to use Clanville and Blackworthy Road.

11.4 Key points that came through the local consultations were the need to:

- investigate innovative traffic management and parking solutions to improve the experience of those visiting or using the town centre and better manage and control through traffic (this is included under the Town Centre section above).
- provide safe pedestrian and cycle routes within the town and connecting to the employment sites, schools and train station – these should be suitably signed and lit, accessible by wheelchair users, and with convenient crossing points or segregated from traffic (where vehicles numbers are high).
- investigate the scope for a bus service connecting from the town centre to the train station, and maintain and improve bus services in general.
- work with Great Western Railway on the provision of additional car parking spaces at the train station and the provision of additional services for commuters and visitors.

11.5 The railway station to the north of the town is the most used railway station in South Somerset. Increasing car parking at the station would facilitate better stopping patterns for trains and subsequently better opportunities for locals and visitors to use rail transport. The current lack of car parking capacity is constraining growth at this station, not only in terms of limiting the potential for more users but also by limiting the stopping patterns for trains at the station – as already indicated, the first train westbound to Taunton is at 10.32. Extending the car park has the support of Network Rail and the Train Operating Company (GWR). The latter has applied to the LEP for a contribution to expand the car park. Increasing car parking capacity has been identified as a key piece of infrastructure in the South Somerset Infrastructure Delivery Plan (IDP) [South Somerset Infrastructure Delivery Plan Update 2015/16 page 25 para 8.3. Priority 2 = infrastructure that is required to support new development proposed in the Local Plan, but the precise timing and phasing is less critical and development can commence ahead of its provision.].

11.6 As noted above, there are significant local concerns about the volume of HGV traffic at Clanville, and on the A371 at Cumnock Road and at the railway bridge – these are shown as 'Highway hot-spots' on the policies map and Policy TRA2 below will be applicable to any development requiring a transport assessment.

Actions

11.7 The local Councils will work with Somerset County Council and local landowners to provide an improved network of pedestrian and cycle routes throughout the town and connecting to the railway station and the wider area, for both everyday and recreational use. Particular priority will be given to improving the footpath from Ansford Hill to the railway station.

11.8 The local Councils will work with Somerset County Council and local transport providers (bus and rail) to improve local services and facilities to maximise the potential to use public transport. Particular emphasis will be placed on improving the car parking capacity at Castle Cary railway station. The NP Councils recognise the importance of Community Accessible Transport for those without access to their own vehicle and will seek to ensure that this service is maintained.

11.9 The NP councils will continue to press for a link road between Torbay Road and Station Road to be constructed on an alignment such as to remove the need for HGV traffic to use Clanville and Blackworthy Road. A preferred route is shown on the policies map.

Transport policies

11.10 Policy TA5 of the Local Plan seeks to ensure that all new development addresses its own transport implications and is designed to maximise the potential for sustainable transport. What the following policies do is raise awareness of local issues and opportunities, so that these are taken into account in assessing development proposals and prioritising future investment in the transport infrastructure.

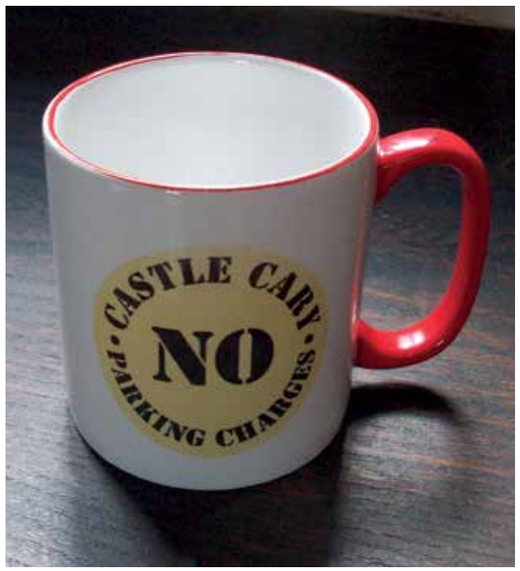
TRA1 – Opportunities to improve the transport network

Development proposals should provide or maintain a safe and convenient highway network that, where appropriate meets the following requirements:

- the provision of new or improved links to the existing highway network to promote a choice of reasonably direct and safe routes for pedestrians and cyclists into the town centre, main employment sites, and to the railway station, linking to the key route network.
- the provision of opportunities for enhanced, attractive walking and cycling routes linking to the wider rights of way network into the countryside.

TRA2 – HGV traffic at Local Highway Hotspots

The NP councils will require that transport assessments associated with applications for employment and similar development should pay particular attention to the impact of HGV and other traffic at the local highway hotspots identified on the policies map: B3153 at Clanville; A371 at Cumnock Road, Ansford; A371 at the station railway bridge.



12. Education, Social & Community Assets

Main Aims

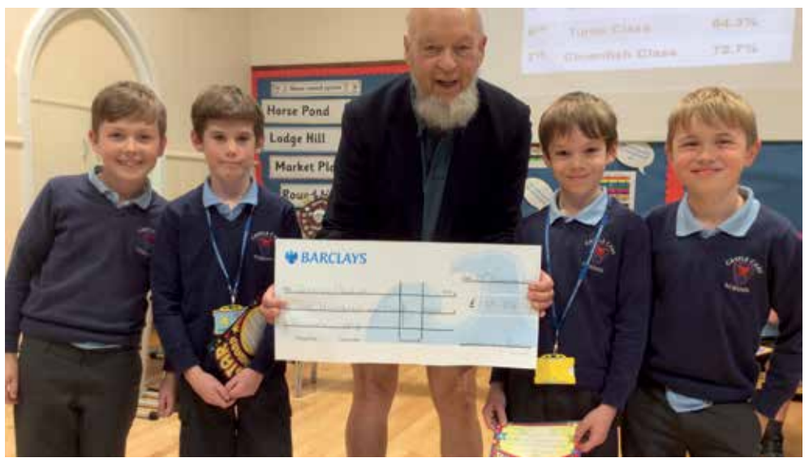
Foster and promote opportunities for education, training, cultural stimulation and fun – for people of all ages. Welcome all new residents and help them to become integrated into the community.

Ensure that new housing provision, employment growth and provision of additional community facilities progress in an integrated manner, so that the growing community is supported by the necessary infrastructure.

12.1 Any significant development of housing within Castle Cary and Ansford or in the surrounding rural parishes that depend on the town for their services, will inevitably have an impact on local services. At the two public consultation meetings residents expressed strong views on the retention and enhancement of the Town's social and community infrastructure, with the various social clubs and public facilities such as the community halls, library, post office, meeting rooms, which were seen as vital to the well-being and vitality of the Town.

12.2 Education is critical in making sure local people have the skills and training to reach their own individual potential, understand the world in which we all live, and to support a prosperous local economy. This should stretch from pre-school/nursery right through to further education opportunities, many of which are already provided in the town.

Michael Eavis presents a cheque to Greenpeace at Castle Cary School, September 2017



12.3 **Castle Cary Primary School:** additional accommodation is likely to be needed to correspond with the amount of housing that has already been approved; a guideline formula suggests that approximately 15 primary school places would be required for every 100 new houses built. In virtually all cases, currently approved housing developments are accompanied by planning obligations requiring developers to provide funds to be allocated for primary school education at a rate of £2801.40 per dwelling. The issue which arises is how and where such funds should be allocated.

12.4 One option, to build a new Primary School to the west of the Town, is included as a possibility in the outline planning permission for 165 homes and other development off Torbay Road (reference 15/02347/OUT). However provision in that location is not supported by the school or the local community as it would lead to increased car journeys along busy roads, and potentially take trade from the town centre as many young parents combine school runs (or walks) with shopping. The preferred option would be to expand the school on its existing site in Church Street in two phases: 1) through the replacement of present 'temporary' accommodation (now 20 years old) by a permanent building within the site, and 2) through the purchase and development of an appropriate adjacent site (importantly, on the east side of the main road to avoid any risk to children) which would enable further expansion. Any suggestion that primary age children could be bussed to surrounding village schools would be strongly resisted.

12.5 **Ansford Academy** in Maggs Lane provides secondary education up to GCSE level. There is no 6th form. The school can accommodate 720 pupils and currently has in the region of 600. The buildings date from 1939 and are on a spacious site which could allow for future expansion if required. Pupils currently attend 6th forms and colleges of further education in nearby towns and villages: Yeovil, Street and Bruton.

12.6 **Caryford Community Hall, the Market House, Ansford Academy, the Methodist Schoolroom and Carymoor Environmental Centre** all offer venues for WEA, U3A and other courses for adults and the town also has a wide programme of one off lectures and training sessions.

12.7 The recent loss of the Constitutional Club as a venue has made the need for improvements to Caryford Community Hall a matter of some urgency. Additional meeting rooms, and improved toilets, kitchen and bar are being planned and funding sought. Planning obligations already require developers of major housing schemes to provide funds to be allocated to community hall provision, and the NP councils will press for these to be allocated towards appropriate improvement of Caryford and other community halls in the area.

12.8 There is urgent need of new premises for a Youth Club and at the same time the premises used by the Scouts and the Army and Air Cadets are far from ideal. The Swainson building (owned by SCC) was previously used by the Youth Club but for safety reasons is now largely occupied by the Toybox Pre-school, leaving little space for any other activities. The site unadvisedly earmarked for the new Primary School on the 165 dwelling location off Station Road and Torbay Road would seem to be well located to provide a focal point for new or replacement youth facilities of all kinds, potentially including the provision of a floodlit all-weather play area. Planning obligations already require developers of major housing schemes to provide funds to be allocated for the provision of youth facilities, and the NP councils will press for these to be allocated towards appropriate services in the area.

A 'Notting Hill' theme to the annual Children's Carnival

Remembrance Day parade on Fore Steet at the Horse Pond, November 2017

12.9 The potential to expand the town's leisure facilities including indoor and outdoor sports courts and pitches, and a swimming pool, will also need to be considered. In particular, further equipped play areas may need to be included within larger housing development to provide a reasonable choice and distribution around the town. For example, there are currently no 'formal' youth facilities in the town (although a 'pump park' on the Fairfield is being planned), and the provision of these has been identified as a potential priority by the District Council, which will require funding.

Local children help to raise money for charity

Education, Social and Community Infrastructure policies

12.10 The District Council as the local planning authority secures the provision of (or financial contributions towards) education, social and community facilities, that are necessary to enable new development to proceed, and is committed to working with the various service providers to ensure these are delivered in a timely fashion. Although Local Plan policy LMT1 allows for the provision of education within the direction of growth, the preferred option of this plan is to extend the existing primary school site, and therefore that is provided under the following policy.

12.11 The Local Plan also includes a policy to resist the loss of local shops and post offices, public houses, community or cultural facilities and other services that contribute towards the sustainability of a local settlement. Policy INF3 makes clear the current facilities to which this policy should be applied.

INF1 – Expanding Primary School provision

The NP Councils will seek to ensure that future growth of the Castle Cary Community Primary School should be in close proximity to the town centre.

INF2 – Youth facilities provision

Any s106 and CIL funds within the NP area should be allocated towards appropriate youth facilities in the area. In particular, the NP councils will press for new facilities to be provided on the Torbay Road development site on the land provisionally reserved for a primary school.

INF3 – Protection of important social and community facilities

The NP councils have identified important social and community facilities, as shown on the schedule at Appendix A, and will seek to ensure that these are maintained and protected.

13. The Natural & Built Environment

Main Aims

Maintain and enhance the green spaces within both parishes for the enjoyment of all, and protect the surrounding historic countryside and allow wildlife to thrive. Preserve the area's heritage and pleasing ambience and keep it a pleasant place in which to live, work or visit.

The Natural Environment

13.1 The South Somerset Local Plan defines Green Infrastructure as the mosaic of natural landscape features, spaces and corridors that lie within and between developed areas. They are essential elements of the character and appearance of an area and contribute positively to cultural heritage, the health and well-being of the local community and the general quality of life. In addition to enriching visual amenity they offer opportunities for informal recreation and provide wildlife habitats and the connectivity between them.

13.2 Castle Cary and Ansford is a compact settlement surrounded by countryside with a number of green links from the Town Centre to the surrounding countryside. A particularly important connection between the town and its surrounding countryside is via the Donald Pither Memorial Field, the Fairfield and the land between Well Farm and the approved Well Farm housing area, which then opens out onto the fields to the East of Station Road up to the A371. The fields to the east of Station Road with their hedgerows, trees and old orchards provide a prominent and important part of the local landscape alongside Station Road, one of the main entrance routes to Castle Cary. With the other approved housing developments to the West of Station Road and north of Torbay Road the maintenance of this green corridor and green gateway to the Town Centre becomes more important.

13.3 In two public meetings and presentations the local community has clearly stated that it wishes to see footpaths and tracks kept open and in a usable state, and that the countryside around the Town is highly valued by the residents, it provides the unique setting for Castle Cary/Ansford and is used by walkers, cyclists, birdwatchers and horse riders. As such, the countryside, trees, hedgerows and limited woodland around Castle Cary/Ansford need protecting as do the green spaces in the Town and green links to the countryside. The local Councils' purchase of the Fairfield site for retention as open space is widely supported.

13.4 National policy allows local communities, through neighbourhood plans, to designate sites as Local Green Spaces. These spaces need to be of particular local value for reasons such as their recreational, wildlife, landscape or historic / cultural associations. The spaces also need to be well-related to the community that they serve and not extensive tracts of land. The following open areas within the town are considered to comply with these criteria:

Cary Moor Drove

The Environmental Centre, Cary Moor

- Donald Pither Memorial Playing Field and adjoining playground to the south
- Fairfield
- Moat Garden
- Millennium Wood
- Eat Cary community garden
- Playing field, Ansford
- Jubilee Garden, Ansford.

The Built Environment

13.5 Castle Cary and Ansford are linked settlements, with Cary a beautiful small Market Town with some fine buildings integrated into an informal meandering street pattern with a central Market House and cobbled apron. Ansford is an enlarged village with an old core conservation area and sporadic traditional former farmhouses set amongst newer detached housing and small estates of 30–40 year old properties.

13.6 The South Somerset Local Plan recognises that the historic environment is a valuable part of South Somerset's cultural heritage and contributes significantly to the local economy and identity of the district, adding to the quality of life and well-being of residents and visitors. Whether in the form of individual buildings, archaeological sites, historic Market Towns or landscapes, the conservation of this heritage is important for the present and future generations. All new development should respect this heritage, and seek to reinforce the distinctive local character through, for example, the use of local materials where appropriate. The community consultations clearly highlighted the very strong local desire to protect the local historic environment and setting of Castle Cary/Ansford, and the desirability of repairing and bringing empty and derelict listed buildings back in to full use as soon as possible.

Setts on the Pitching

Actions

13.7 The local Councils will work with the local landowner of the land between Well Farm and the Well Farm housing development (and excluded from the development area) to maintain that land as open space providing the green link between the Town Centre and the open fields running out to the A371.

13.8 The local Councils will encourage South Somerset District Council to enforce the repair, refurbishment and appropriate use of vacant and dilapidated listed buildings.

Natural and Built Environment policies

13.9 The following policies add to the Development Management advice and guidance and highlights those particular green spaces, features and views that are locally valued.

ENV1 – Protection of green corridors and natural environment

The NP councils will seek to protect existing green corridors, footpath links, hedgerows and other natural features of the local environment, and to institute new or replacement features as opportunities arise.

ENV2 – Local Green Spaces

The following locations are designated as Local Green Spaces where development will only be permitted if it would maintain or enhance their use as a local green space:

- Donald Pither Memorial Playing Field and adjoining playground to the south
- Fairfield
- Moat Garden
- Millennium Wood
- Eat Cary community garden
- Playing field, Ansford
- Jubilee Garden, Ansford.

Sheep at Cockhill and *below* The Horse Pond

Appendix A

Castle Cary & Ansford Community Assets

Castle Cary Town Centre

- The Market House: Shambles, Undercroft, Clerk's office, Public information point
- The Market House – Museum
- The Post office, Bailey Hill
- The Round House, Bailey Hill
- The Library, Bailey Hill
- Castle Cary Medical Centre Millbrook Gardens
- Bramcote Dental Practice Woodcock Street
- The George Public House Market Place
- The White Hart (PH)
- The Horsepond Inn (PH)
- Castle Cary Primary School
- The Pavilion
- The Fire Station
- All Saints Church
- The Methodist Church and Schoolroom
- The Bay Tree (PH)
- Scout Hall
- Cadet Hall
- Public toilets – Millbrook Gardens and Catherine's Close
- Cemetery and Cemetery Chapel

Ansford

- Caryford Hall
- St Andrew's Church
- The Swainson Building
- Ansford Academy
- 1610 Fitness and leisure

Outdoor spaces

- Cobbles outside the Market House
- Lodge Hill – site of Castle, Observation point
- Fairfield
- Moat Garden
- Millennium Wood
- The Horsepond and War Memorial
- Donald Pither Memorial field and childrens'playground
- Coombe Bottom (Ansford)
- CC Football field (Ansford)
- Jubilee Garden (Ansford)
- Eat Cary Community Garden (Ansford)
- Millbrook Gardens Car Park
- Catherine's Close Car Park
- Bus shelters
- Benches
- Rugby Club (outside town)

Appendix B

Main Town Centre Uses

The following definition is adapted from that in the NPPF:

> Retail development; leisure, entertainment facilities and more intensive sport and recreation uses (including cinemas, restaurants, bars and pubs); offices (including financial and professional services falling within class A2); and arts, culture and tourism development.

Appendix C

The Neighbourhood Plan Working Group

The Castle Cary and Ansford Neighbourhood Plan group was formed in April 2015 as a result of a Castle Cary Town Council Planning meeting in the Methodist Church Schoolroom which was attended by around 80 members of the public who had come to protest against a development of 165 houses off Station Road. Volunteers from the community offered their services to help the Town Council (and Ansford Parish Council) to write a Neighbourhood Plan.

The volunteers were:

Major General (retired) Barry Lane – Former Chief Executive of Cardiff Bay Development Corporation

David Holt – a Chartered Surveyor with some 40 years property experience. (Left the group in May 2017)

Rob Angell – a consultant specialising in decision making through problems structuring, facilitation and negotiation

Michael Bainbridge – a manager in the NHS with many years' experience of public sector planning and infrastructure

Graham House – a retired town planning consultant with over 40 years' experience in both public and private sectors (Joined the group in March 2017)

From Town and Parish Councils

Liz Stokes – Chair of Castle Cary Town Council – retired January 2017

Nigel Begg – Ansford Parish Council. Architect

Pek Peppin – CCTC Chair of Planning

We acknowledge support, advice and assistance from Pam Williams, Neighbourhood Development Officer, SSDC.